

LOCAL NOTICE TO MARINERS

U.S. Department
of Transportation

United States
Coast Guard



WEEKLY SUPPLEMENT

ISSUED BY: COMMANDER ELEVENTH COAST GUARD DISTRICT (oan)
Coast Guard Island, Building 50-6, Alameda, California 94501-5100
Telephone: Day: (510) 437-2981/ 24 Hour FAX: (510) 437-5836
For subscription information and other questions, comments and suggestions,
call QM3 Daryl Gibbons at (510) 437-2981
Boating Safety Classes or Information: 1-800-869-SAIL (7245)

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0162-00 to BNM 0170-00 has been incorporated in this notice if still significant.

LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 1999 Edition

USE OF THE LOCAL NOTICE TO MARINERS

With the exceptions of Sections II, III, and VI, the Weekly Supplemental editions contain only new information available in the past seven days. For all available information concerning the waterways of the Eleventh Coast Guard District, consult Monthly Edition 09-00 and Weekly Editions 10-00 and 11-00.

I. SPECIAL NOTICES

LORAN-C STATUS AS OF 21 March 2000.

Loran-C stations for 8290/9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7590.
LNM 12/00 dated 21 March 2000.

dGPS STATUS AS OF 21 March 2000.

All dGPS sites are on air. For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707) 765-7612/ 7613.
LNM 12/00 dated 21 March 2000.

The Coast Guard requests comments regarding actual or potential interference to Global Positioning System (GPS)-based maritime navigation systems, caused by Mobile Satellite Service (MSS) telephones and other electronic devices on vessels. To obtain a copy of the Federal Register Notice that requests specific comments on this issue, contact the U.S. Coast Guard Hotline at 1-(800) 368-5647 or view the notice on the internet at www.uscgboating.org.
LNM 12/00 dated 21 March 2000.

II. DISCREPANCIES / DISCREPANCIES CORRECTED AS OF 0800U 13 Mar 2000

DISCREPANCIES: (bold type and * denote new information since last LNM)

<u>LLNR</u>	<u>NAME OF AID</u>	<u>STATUS</u>	<u>CHARTS AFFECTED</u>	<u>BNM REF.</u>	<u>LNM REF.</u>
215.00	NOAA Environmental LB 46011	MISSING	18700	0735-00	41-99
240/3835	Morro Bay Breakwater Light	FOG SIGNAL INOPERATIVE	18703	0119-00	08-00
385.00	Point Reyes Light	EXTINGUISHED	18640	0169-00	12-00*
500.00	NOAA Environmental LB 46022	MISSING	18620	0043-00	05-00
1720.00	San Diego Lighted Mooring Buoy 19	IMPROPER CHARACTERISTICS	18773	0109-00	08-00
2054.00	Sweetwater Channel Light 4	MISSING	18773	0136-00	09-00
3155.00	Los Angeles SW Slip Danger Buoy	MISSING	18751	0899-99	52-99
3165.00	Los Angeles East Basin Ch. Lt. 1	TRLB/ REDUCED INTENSITY	18751	0093-00	07-00
3279.00	San Pedro West Channel Light 4	REDUCED INTENSITY	18751	0053-00	05-00
3690.00	Ventura Marina Channel Buoy 4	MISSING	18725	0060-00	06-00
3765.00	Santa Barbara Harbor Light 4	FOG SIGNAL INOPERATIVE	18725	0938-98	52-98
4125.00	Southeast Reef Southern End LGB 1S	EXTINGUISHED	18682	0142-00	10-00
4190.00	San Francisco Main Ship Ch. LBB 7	EXTINGUISHED	18649	0157-00	11-00
5725.00	Richmond Harbor Channel Light 9	LEANING	18649	0628-99	37-99
5820.00	San Francisco North Ch. LBB 18	EXTINGUISHED	18649	0117-00	08-00
5925.00	San Pablo Bay Channel Light 12	IMPROPER CHARACTERISTICS	18654	0135-00	09-00
6185.00	Napa River Range Front Light 14	LEANING	18654	0561-99	33-99
6750.00	San Joaquin River Light 23	DAYBOARDS DAMAGED	18661	0567-99	33-99
6870.00	San Joaquin River Light 51	LEANING	18661	0363-99	23-99
8360.00	Crescent City Harbor LWB 2	REDUCED INTENSITY	18603	0838-99	48-99
8435.00	Lake Tahoe Buoy 12	OFF STATION	18665	0778-99	44-99
8480.00	Lake Tahoe Buoy 24	MISSING	18665	0176-99	11-99
8490.00	Lake Tahoe Buoy 28	MISSING	18665	0071-99	05-99

21 March 2000

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON
THE WORLD WIDE WEB AT WWW.NAVCEN.USCG.MIL

LNM 12/00

DISCREPANCIES CORRECTED:

4160.00	San Francisco Main Ship CH LBB 1	WATCHING PROPERLY	18649	0150-00	11-00
8100.00	Noyo River Entrance Light 5	WATCHING PROPERLY	18626	0153-00	11-00

III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

2155.00	Coronado Cays Channel Light 22	TRUB	18773		09-00
3116.00	Los Angeles Main Channel LB 8	TEMPORARILY RELOCATED	18751	0032-00	04-00
3136.00	Terminal Island Channel LB 4	TEMPORARILY RELOCATED	18751	0033-00	04-00
3138.00	Terminal Island Channel LB 5	TEMPORARILY RELOCATED	18751	0837-98	47-98
3142.00	Terminal Island Channel LB 6	TEMPORARILY RELOCATED	18751	0837-98	47-98
3772.00	Santa Barbara HBR Lighted Buoy 5A	TRUB	18725	0146-00	10-00
3855.10	Morro Bay Channel Lighted Buoy 4A	TEMPORARILY ESTABLISHED	18703	0110-00	08-00
4030.00	Moss Landing Harbor Channel Light 4	TRLB	18685	0012-99	02-99
4675.00	Oakland Inner Harbor Light 8	TRUB	18649	0790-99	45-99
4917.00	S.F. Bay Ent Pier 94/96 N Ch RF LT	TEMPORARILY DISESTABLISHED	18649	0725-99	45-99
4918.00	S.F. Bay Ent Pier 94/96 N Ch RR LT	TEMPORARILY DISESTABLISHED	18649	0724-99	45-99
4926.00	S.F. Bay Ent Pier 94/96 S Ch RF LT	TEMPORARILY DISESTABLISHED	18649	0726-99	45-99
4927.00	S.F. Bay Ent Pier 94/96 S Ch RR LT	TEMPORARILY DISESTABLISHED	18649	0727-99	45-99
5685.00	Richmond Harbor Channel Light 4	TRLB	18649	0787-99	45-99
5770.00	Richmond-San Rafael BR E. Ch. LB 1	TEMPORARILY RELOCATED	18649	0037-00	04-00
6395.00	Seal Islands Channel Daybeacon 3	TRUB	18656	0571-99	34-99
6913.00	Stockton Channel Light 1	TRLB	18661	0503-99	32-99
7070.00	Stockton Channel Light 29	TRLB	18661	0513-99	30-99
8035.00	Tomales Bay Buoy 3	TRUB	18643	0781-98	43-98
8200.00	Humboldt Bay Lighted Buoy 10	TEMPORARILY RELOCATED	18622	0617-99	36-99
8235.00	Humboldt Bay Light Buoy 17	TEMPORARILY RELOCATED	18622		42-99
8255.00	Samoa Channel Light 4	TRLB	18622	0478-99	29-99
8260.00	Samoa Turning Basin Lighted Buoy 6	TRLB	18622	0309-99	19-99
8330.00	Hookton Channel Light 10	TRLB	18622	0598-99	37-99
8585.00	Lake Tahoe Restricted Area DBN L	TRUB	18665	0702-98	40-98

TEMPORARY CHANGES CORRECTED:

3118.00	Los Angeles Main Channel LB 10	ESTABLISHED	18751	0154-00	11-00
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IV. CHART CORRECTIONS

None.

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

None.

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically the Coast Guard reevaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard the Coast Guard is evaluating changes in the aids to navigation as noted below. Comments are requested, and should be addressed to:

Commander

Eleventh Coast Guard District (oan)
 Building 50-6
 Coast Guard Island
 Alameda, Ca 94501-5100

All comments submitted should include the following information:

- (A) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night.
- (B) Where practicable, the types of navigation devices, such as compasses, radio direction finder, radar, loran, and searchlights, with which such vessels are equipped.
- (C) The number of passengers and the type, quantity, and value of the cargo involved.
- (D) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

NORTHERN CALIFORNIA - REQUEST FOR COMMENTS – SOUTHAMPTON SHOAL CHANNEL LB 1, 2, 3, 4, 5, 6, & 7. To properly mark the federally maintained waterway the Coast Guard proposes to move five buoys and add two additional buoys. The proposed positions for the buoys are:

LLNR 5640 Lighted Buoy 1	37-53-24.896N	122-25-13.409W
LLNR 5645 Lighted Buoy 2	37-53-26.046N	122-25-03.519W
LLNR 5650 Lighted Buoy 3	37-54-12.958N	122-25-22.329W
LLNR 5655 Lighted Buoy 4	37-54-14.057N	122-25-12.498W
LLNR 5657 Lighted Buoy 5	37-54-57.567N	122-25-30.725W
LLNR 5659 Lighted Buoy 6	37-55-00.153N	122-25-20.682W
LLNR 5660 Lighted Buoy 7	37-55-28.716N	122-25-36.777W

Send your comments **by 07 Apr 2000** to Commander, Eleventh Coast Guard District (oan); Coast Guard Island; Building 50-6, Alameda, CA 94501-5100; Attn: QM2 Cheryl Rosati or call (510) 437-2980.
 Chart: 18649 LNM 10/00 dated 07 March 2000.

WASHINGTON - STRAIT OF JUAN DE FUCA - PORT ACCESS STUDY - The Coast Guard announces preliminary study recommendations of a Port Access Route Study which is evaluating the continued applicability of and the need for modifications to the current vessel routing measures in and around the Strait of Juan de Fuca and adjacent waters. The goals of the study are to help reduce the risk of marine casualties and increase vessel traffic management efficiency in the study area. Preliminary recommendations indicate that marine transportation safety can be enhanced through several modifications to the existing vessel routing system and limited regulatory changes. The Coast Guard solicits comments on the preliminary recommendations presented in this document so we can complete our Port Access Route Study. Please see 65 FR 8917 for details of these preliminary recommendations. You may view all submitted documents relating to this study at <http://dms.dot.gov> docket number 4974. General questions relating to the submission of comments may be directed to the team leader **before 21 April 2000**, Mr. John Mikesell at (206) 220-7272. Charts: 18465, 18480 LNM 12/00 dated 21 March 2000.

VII. GENERAL INFORMATION

All times are given in local time, represented by the time followed by (U).

SOUTHERN CALIFORNIA - LONG BEACH - DREDGING OPERATION - The Great Lakes Dredge & Dock Company will commence dredging operations in the western anchorage at the Port of Long Beach approximately the **middle of April 2000** for approximately 7 to 14 days. The dredge *FLORIDA* and tugs *MOUNTAIN STATE* and *SUNSHINE STATE* will be on scene and monitoring channel 13 VHF-FM. Mariners are advised to transit the area with caution. Chart: 18751 LNM 12/00 dated 21 March 2000.

NORTHERN CALIFORNIA - OAKLAND - DREDGING OPERATION - Manson Construction Company will commence a dredging operation in Oakland at the Schnitzer Steel Products Company **from 24 April through 28 April 2000**. The dredge *DB-ANDREW* will be on scene and monitoring channels 13, 14, and 66 VHF-FM. Mariners are advised to transit the area with caution. Chart: 18649 LNM 12/00 dated 21 March 2000.

NORTHERN CALIFORNIA - MARTINEZ - DREDGING OPERATION - Manson Construction Company will commence a dredging operation at the Shore Terminals **from 10 April through 23 April 2000**. The dredge *DB-ANDREW* will be on scene and monitoring channels 13, 14, and 66 VHF-FM. Mariners are advised to transit the area with caution. Chart: 18649 LNM 12/00 dated 21 March 2000.

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS -

Questions regarding bridge operations, regulations or permit applications, please contact: Eleventh Coast Guard District, (oan-2) Coast Guard Island, Building 50-6, Alameda, CA 94501-5100 Phone: (510) 437-3514. **For a free copy of the *California Drawbridge Regulations* pamphlet, please contact the Bridge Section office above.**

NORTHERN CALIFORNIA - CHINA BASIN - 3RD STREET BRIDGE. Through **21 March 2000**, the bridge will be unable to open for vessel traffic. The bridge is scheduled to open on two hours advance notice during the day, but will be unable to open overnight between **1900U - 0700U through 31 March 2000** to complete work. The bridge is scheduled to resume normal operation **on 1 April 2000**. Vertical clearance is approximately 1 ft. at MHW and 7 ft. at MLLW. Information as to when the bridge will be placed fully in service will be included in subsequent LNM's. Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA - NOYO RIVER - MILE 0.2 - NOYO RIVER BRIDGE (SR-1). Preparatory work for the new Noyo River Bridge will commence **approximately 20 March 2000**. A 14x23 ft. anchored barge will be placed at the channelward face of the south pier for approximately two weeks. The barge and anchor lines will be lighted and marked, and the equipment will remain on scene overnight. No anchor lines will extend into the main navigation channel under the bridge. Chart: 18626

GENERAL - SAFETY AT BRIDGE CONSTRUCTION SITES. During the next few years, most of the major bridges in the San Francisco Bay Area will be undergoing seismic retrofit, along with two new bridges to be built. Construction and retrofit activities at these bridges will involve the use of scaffolds, temporary trestles, and marine construction equipment. Vessels in the VTS traffic system will be given information about immediate construction activities by radiotelephone, and mariners may find information about long-term activities in the Local Notice to Mariners or website http://www.uscg.mil/d11/oan/BRIDGE/construction_images.htm. In turn, commercial vessels are asked to give VTS information about their "air draft" and their vertical clearance requirement, so that VTS and contractors can determine whether it's necessary to move scaffolds. Additionally, mariners are cautioned to transit work sites with minimum wake to prevent damage to personnel or floating plant working at the bridges.

GENERAL - SAN FRANCISCO BAY - INTERNET SITE. Visual depiction of San Francisco Bay area major toll bridge seismic retrofit and new toll bridge construction projects can now be accessed via http://www.uscg.mil/d11/oan/BRIDGE/construction_images.htm. Viewer access is also possible via the previously published link to <http://radioaid.rdc.uscg.mil/sfbay/>

VIII. CORRECTIONS TO LIGHT LIST, VOLUME VI: PACIFIC COAST AND PACIFIC ISLANDS 1999:

(*Denotes the column in which a correction has been made or new information added.)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
No.	Name and location	Position	Characteristic	Height	Range	Structure	Remarks

CALIFORNIA - Eleventh District

None.

IX. ADDITIONAL ENCLOSURES

HSDN Fishing Vessel Notice.

R. G. BRUNKE
Chief, Aids to Navigation and
Waterways Management Branch
Eleventh Coast Guard District

21 March 2000

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON
THE WORLD WIDE WEB AT WWW.NAVCEN.USCG.MIL

LNM 12/00

HSDN Fishing Vessel Notice.

United Nations General Assembly (UNGA) Resolution 46/215 created an international moratorium on large-scale high seas pelagic driftnet fishing beginning January 1, 1993. This resolution established a worldwide moratorium on the use of driftnets on the high seas beyond any country's 200-mile limit. Additional information is available at the following Internet sites:

North Pacific Andromous Fish Commission: <http://www.npafc.org/>

Earthtrust: <http://www.earthtrust.org/>

The United States government led the effort to ban driftnets on the high seas, and requests that mariners on the high seas be on the alert for such activity and report any suspicious vessels or net to the United States Coast Guard at 1-800-246-7236 or 1-510-437-3701.

This field guide will enable the mariner or aviator to recognize characteristics common to all driftnet-fishing vessels and to immediately and accurately identify violators of the international moratorium on HSDN fishing.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels look and operate in ways very similar to longline fishing vessels. HSDN fishing vessels range from 120 to 200 feet in length and are typically in fair to poor condition. There are a number of characteristics that distinguish high seas driftnet fishing vessels from other types of fishing vessels:

- Net tube: the most distinguishing characteristic of HSDN fishing vessels is the presence of a large, usually white tube, which extends from the working deck to the net bin aft. This pipe is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: After the net is retrieved and the catch is sorted on the working deck, the net is passed through the net tube back to the net bin. While longline fishing vessels have a similar structure in which line is stored, most HSDN fishing vessels will have some sort of structure aft in which the nets are stored.
- Net spreader: As the net is deployed, it is passed over a triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Extra net: HSDN fishing vessels typically carry excess nets and usually store them on the weather decks. The extra nets are stored in white sacks and can be stacked or strewn about the decks.
- Extra floats/transponders: These are also stored on the weather decks. Driftnets are marked every quarter mile by a marker with a flag and transponder approximately 4-6 feet tall.
- Markings: Occasionally, HSDN fishing vessels will attempt to conceal their name or nationality. However, most sail with the vessel name clearly identified on the bow and stern.
- Flag: There have been no recorded instances of Japanese or Korean vessels involved in HSDN fishing since the UN Moratorium was enacted, as both countries implemented extensive vessel buyback programs. However, Taiwan has continued to be involved in HSDN fishing through various re-flagging schemes.

Most HSDN fishing vessels are Taiwanese-operated, but are Chinese-flagged, stateless, or operate under a flag of convenience. Within the last two years, Russian flagged vessels have been detected and apprehended conducting HSDN operations. Below are pictures of HSDN vessels previously sighted/seized by the U.S. Coast Guard. In addition to these, there have been reports of converted, reflagged Hoketen type trawlers (wheelhouse forward) also employed in this fishery. When the net is in the water, it is marked approximately every quarter mile with circular and radio beacons with flags and whip antennae spaced periodically throughout the set. In addition, the net itself is usually marked with a series along the surface, which have been compared to swimming pool lane markers. Other types of floats have also been used, including larger spherical floats about 2-3 feet in diameter. The presence of floats and markers does not necessarily indicate driftnet activity on its own. Longline gear has been mistaken for driftnet gear in the past. In recent years, HSDN activity has been detected in the area bounded by the Japanese, Russian, and U.S. EEZ to the West and North, by 40 degrees north latitude to the South and 173 degrees east longitude to the East (see chartlet). This area lies on the great circle routes for many ports, so it is possible mariners in this region may encounter HSDN vessels or deployed gear, especially between April 1st and September 30th. In addition, other areas of the North Pacific outside of this region are of interest, as vessel s may be engaged in targeting squid and tuna, especially in warmer waters. HSDN fishing vessels may or may not avoid merchant vessel traffic. While HSDN fishing vessels targeting salmon operate in a region of heavy shipping traffic, there have been very few reports of HSDN fishing from merchant vessels. It is unknown as to whether they deliberately attempt to remain far enough away so as not to be identified, or if they operate under the assumption that most shipping activity does not recognize this form of fishing as illegal activity. Fishing methods: HSDN fishing vessels typically set their nets either in late afternoon or early morning as they try to let the nets soak during dawn or dusk, as fish rise to the surface layers to feed. The vessels will then drift throughout the day or overnight while the nets soak for approximately 6 hours, and then retrieve the nets. The nets are often hauled in by means of a powerful deck winch or power block. While the nets soak, HSDN fishing vessels will typically remain nearby and may drift with the nets. Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing. Sighting reports should be made to the following U.S. Coast Guard Command Centers as soon as possible after initial contact to facilitate investigation. Information particularly useful includes detailed description of the vessel and activity, position and photographs.

- Honolulu, HI: 1-800-331-6176
- Juneau, AK: 1-907-463-2000
- Alameda, CA: 1-800-246-7236